

IN THE CLAIMS:

1-11. (Canceled)

12. (Previously presented) A method of cleaning crankcase gas generated during operation of an internal combustion engine in its crankcase, said method including the steps of:

using centrifugal separator that includes a centrifugal rotor arranged for rotation by means of a driving motor and arranged by its rotation to suck crankcase gas from the crankcase to the centrifugal separator,

sensing a parameter, the magnitude of which is related to the amount of crankcase gas generated per unit of time in the crankcase, and

changing the rotational speed of the centrifugal rotor in response to a sensed change of said parameter such that gas pressure in the crankcase is maintained at at least one of a predetermined value; and within a predetermined pressure interval, during the operation of the combustion engine.

13. (Previously presented) A method according to claim 12, in which the rotational speed of the centrifugal rotor is changed from a first value to a second value, both larger than zero.

14. (Previously presented) A method according to claim 12, in which the rotational speed of the centrifugal rotor is changed stepwise in more than two steps.

15. (Previously presented) A method according to claim 12, in which the rotational speed of the centrifugal rotor is changed continuously.

16. (Previously presented) A method according to claim 12, in which the rotational speed of the centrifugal rotor is changed in response to a sensed change of a flow of crankcase gas, that is generated as a consequence of the production of crankcase gas by the combustion engine.

17. (Previously presented) A method according to claim 12, in which the rotational speed of the centrifugal rotor is changed in response to a sensed change of an over pressure of the crankcase gas, which comes up as a consequence of the production of crankcase gas by the combustion engine.

18. (Previously presented) A method according to claim 12, in which a parameter varying with the load on the combustion engine is sensed.

19. (Previously presented) A method according to claim 12, in which an electric driving motor is used for the rotation of the centrifugal rotor and a frequency converter is used for changing the rotational speed of the driving motor and, thereby, the speed of the centrifugal rotor.

20. (Previously presented) A device for cleaning crankcase gas generated during operation of an internal combustion engine, said device including;

a centrifugal separator having a centrifugal rotor that is arranged for rotation by means of a driving motor and arranged by its rotation to suck crankcase gas from the crankcase to the centrifugal separator,

the driving motor being arranged for rotation of the centrifugal rotor at different speeds,

sensing means for sensing a parameter, the magnitude of which is related to the amount of crankcase gas generated per unit of time in the crankcase,

said sensing means being operatively connected with the driving motor; and

the driving motor being arranged to change the rotational speed of the centrifugal rotor in response to a sensed change of said parameter in a way such that the gas pressure in the crankcase is maintained at at least one of a predetermined value, and within a predetermined pressure interval, during the operation of the combustion engine.

21. (Previously presented) A device according to claim 20, in which the driving motor is electric and a frequency converter is connected between the sensing means and the driving motor.

22. (Previously presented) A device according to claim 20, in which the sensing means is arranged to sense a parameter that is related to the load to which the combustion engine is subjected during its operation.